



COUNCIL AGENDA: 2/27/18
FILE: 18-215
ITEM: 2.15

Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Jim Ortbal

SUBJECT: PARK AVENUE GREEN
BIKE LANE ENHANCEMENT
PROJECT

DATE: February 5, 2018

Approved

James A. Maguire

Date

2-13-18

COUNCIL DISTRICT: 3 & 6

RECOMMENDATION

- (a) Report on bids and award of a construction contract for the Park Avenue Green Bike Lane Enhancement Project, to the low bidder, Chrisp Company in the amount of \$454,517.
- (b) Approve a 10% contingency in the amount of \$45,572.

OUTCOME

The recommended actions will enable the City to install green thermoplastic paint within the bicycle lanes at signalized intersections and additional enhanced bicycle safety markings at selected intersections on Park Avenue between Hedding Street and Market Street. Approval of a 10% contingency will provide funding for any unanticipated work necessary for the proper construction and completion of the project.

BACKGROUND

Park Avenue is a direct east-west roadway link through a highly developed residential area and central business district of the City of San José and serves a multitude of users ranging from schools, to business and leisure travelers. In accordance with Envision San Jose's 2040 General Plan mobility goals, the proposed improvements to this corridor will provide improved safety and better accessibility to residences, businesses, local destinations and transit systems for bicyclists and pedestrians. The City recently constructed the Park Avenue Multimodal Streetscape Improvements Project which included resurfacing the pavement and restriping between Meridian Avenue and Montgomery Street and installation of bike lanes to provide a continuous bike lane along Park Avenue from Market Street to Hedding Street.

To fund the project, the City of San José's Department of Transportation applied for a Highway Safety Improvement Program (HSIP) grant to improve safety on Park Ave between Hedding Street and Market Street. The HSIP is a state-wide competitive grant that funds projects that can demonstrate a significant improvement in safety. The project will further the grant program goals by attempting to minimize the severity and quantity of collisions, and thereby increasing the safety of bicyclists, pedestrians, and motorists. Caltrans awarded the grant to the City on October 23, 2012 in an amount of \$785,000 inclusive of a local match of \$81,000.

The proposed improvements include enhancing the existing bike lanes with green thermoplastic at the conflict points of signalized intersections to increase the visibility of the bike lanes and to reinforce the need for turning vehicles to yield to bicyclists in the bike lanes. The project also proposes to install bicycle boxes at Park Avenue/Hedding Street, Park Avenue/Naglee Avenue, Park Avenue/Sandringham Way, Park Avenue/Hanchett Avenue/Shasta Avenue, Park Avenue/Race Street, Park Avenue/Meridian Avenue, Park Avenue/Race Street, Park Avenue Sunol Street, and Park Avenue/Bird Street/Montgomery Street. These are the first bicycle boxes to be installed in the City and are a relatively new safety marking designation which will provide bicyclists with a safe and visible way to position themselves ahead of queuing traffic during the red signal phase. Overall, the proposed improvements are designed to encourage bicycling by creating a more comfortable environment and safer feeling among users of the bike network.

ANALYSIS

Bids were opened on December 21, 2017 with the following results:

BIDDER'S NAME	BASE BID AMOUNT	% VARIANCE
Chrisp Company	\$454,517.25	-0.3%
<i>Engineer's Estimate</i>	<i>\$455,727.00</i>	-

A single bid was submitted by Chrisp Company in the amount of \$454,517.25 and is 0.3% below the Engineer's Estimate. The estimate is based on bids received from similar past projects and current estimated construction prices. The bid is considered acceptable for the work involved in the project.

In accordance with Council policy, the contingency for a street project is 5% of the contract amount. A 10% contingency is needed for this project to account for unanticipated striping changes resulting from the bicycle boxes, a brand-new bicycle feature implemented as part of this project. The funding budgeted for this project is sufficient to provide for the recommended 10% contingency of \$45,572.

Construction is scheduled to begin in March 2018 and will be completed before the end of April 2018 with a total of 30 working days.

In accordance with Federal Regulations, 49 CFR Part 26, a Disadvantaged Business Enterprise (DBE) goal of 6% was established for this project. Chrisp Company did not meet the DBE goal but demonstrated “good faith efforts” to meet the DBE Goal and committed to \$23,581 (5.2%) DBE participation. Please refer to the attached Office of Equality Assurance’s (OEA) memo and analysis.

EVALUATION AND FOLLOW-UP

No further City Council follow-up is necessary at this time to complete the project.

PUBLIC OUTREACH

To solicit contractors, this project was listed on BidSync, the City's on-line bid information provider, and advertised in the San Jose Post Record. The complete bid package and project information for all construction projects is available on BidSync for interested contractors, contractor organizations and builders' exchanges.

In addition, when the project commences, the contractor, as stated in the specifications, will provide advance notification regarding working hours, duration of project, and any appropriate schedule and lane closures to affected businesses and residents. To inform traveling motorists of upcoming construction activities and potential traffic delays, changeable message signs may be used on the street stating the schedule dates and times for work to occur on the street.

COORDINATION

This project, including specifications and bid documents, has been coordinated with the Department of Planning, Building and Code Enforcement, the City Attorney’s Office and the City Manager’s Budget Office.

COMMISSION RECOMMENDATION/INPUT

No commission recommendation or input is associated with this action.

FISCAL/POLICY ALIGNMENT

The recommended action aligns with the Transportation and Aviation Services City Service Area to *Preserve and Improve Transportation Assets and Facilities* and outcome related to providing viable transportation choices.

COST SUMMARY/IMPLICATIONS

1. AMOUNT OF RECOMMENDATION/COST OF PROJECT:	
Project Delivery*	\$284,411
Construction Contract	\$454,517
Contingency	<u>\$45,572</u>
TOTAL PROJECT COSTS:	\$784,500
Prior Year Expenditures	(\$61,538)
REMAINING PROJECT COSTS:	\$722,962

*Project delivery includes Planning, Design, Construction Management, and Inspection Services. Currently, \$61,538 has been expended on project delivery.

2. COST ELEMENTS OF AGREEMENT/CONTRACT:
 Total Construction Contract Amount: \$454,518
3. SOURCE OF FUNDING: 429 – Building & Structure Construction Tax Fund
4. FISCAL IMPACTS: The proposed operating and maintenance costs of this project have been reviewed and it has been determined that the project will have no significant adverse impact on the General Fund operating budget.

BUDGET REFERENCE

The table below identifies the fund and appropriations to fund the contract recommended as part of this memo and remaining project costs, including project delivery, construction, and contingency costs.

Fund #	Appn #	Appn. Name	Total Appn	Amt. for Contract	2017-2018 Adopted Capital Budget Page	Last Budget Action (Date, Ord. No.)
429	7619	Park Avenue Bicycle Lane Improvements	\$723,000	\$454,518	V-969	10/17/2017 Ord. No. 30014

HONORABLE MAYOR AND CITY COUNCIL

February 5, 2018

Subject: Park Avenue Green Bike Lane Enhancement Project

Page 5

CEQA

Exempt, File No. PP13-069, CEQA Guidelines Section 15301(c), Existing Facilities and 15304(h), Minor Alterations to Land.

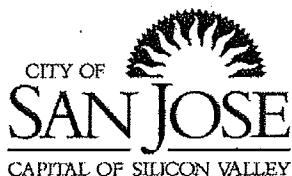
/s/

JIM ORTBAL

Director of Transportation

For questions, please contact Lam Cruz, Senior Engineer, at (408) 794-1962.

Attachment



Memorandum

TO: Carla Suryamega

FROM: Nina Grayson 

SUBJECT: 7988 – PARK AVENUE GREEN
BIKE LANE ENHANCEMENT
[HSIPL – 5005 (121)]

DATE: 01-26-18

BACKGROUND

A. US Department of Transportation Disadvantaged Business Enterprise Program

The US Department of Transportation (USDOT) distributes substantial funds each year to finance construction of various transportation projects initiated by state and local governments, public transit and airport agencies. To receive USDOT funds, local agencies must comply with the requirements of Title 49 CFR 26 entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs" (DBE Program). The primary objective of the DBE Program is to level the playing field by providing small businesses owned and controlled by socially and economically disadvantaged individuals a fair opportunity to compete for federally funded transportation contracts.

Caltrans, as a recipient of USDOT funds, must comply and implement the DBE Program. The City of San Jose is a sub-recipient of USDOT funds from Caltrans and must comply with the DBE Program as implemented by Caltrans.

Participation in the DBE Program does not violate Section 31 of Article 1 of the California Constitution (prohibiting discrimination against, or granting preferential treatment to any individual or group on the basis of race, sex, color, ethnicity or national origin) because such participation is required to maintain eligibility for a federal program.

B. USDOT DBE Program Requirements

Under the DBE Program, a contractor bidding on a USDOT-funded transportation project must document one of the following to be eligible for award of the construction contract:

1. That it has sufficient commitments for participation by "disadvantaged business enterprises" to meet a pre-established goal for the specific contract (DBE Goal); or
2. If it does not have sufficient commitments to meet the DBE Goal that it made "good faith efforts" to achieve the goal.

1. Determining the DBE Goal for a Contract

In very general terms, the DBE Goal for a construction contract is determined by what work items will be typically performed by the prime contractor, what work items can be subcontracted out, identifying work items that can be subcontracted to DBEs, identifying the number of available DBE subcontractors from the California Unified Certification Program DBE database, calculating the "DBE Work Dollar Amount," and determining the "Percentage DBE Work." The specific procedures that Caltrans requires local agencies to use to determine an appropriate DBE Goal for a specific contract are included in this Memorandum as Attachment "A."

2. Determining Good Faith Efforts

If the low bidder does not meet the DBE Goal for the project, the USDOT regulations instruct that the local entity must make a "fair and reasonable judgment" whether the bidder made "good faith efforts" to achieve the goal. The local entity must consider the "quality, quantity and intensity" of the efforts made by the bidder. USDOT regulations state that good faith effort determinations "should not be made using quantitative formulas."

USDOT regulations set a high bar for achieving good faith efforts, stating that "mere pro forma efforts are not good faith efforts. . . ." The regulations define good faith efforts as meaning "that the bidder must show it took all necessary and reasonable steps" to achieve the DBE Goal. The bidder's efforts "should be those that one could reasonably expect a bidder to take if the bidder were actively and aggressively trying to obtain DBE participation sufficient to meet the DBE contract goal." A list of the kind of efforts that a local entity must consider in determining whether a bidder achieved "good faith efforts" is attached to this Memorandum as Attachment "B."

C. Caltrans Procedures for Complying with the DBE Program

In accordance with the DBE Program, Caltrans is required to submit an overall DBE Goal methodology every three years to USDOT for approval. The overall goal must be based on demonstrable evidence of the availability of ready, willing and able DBEs relative to all businesses ready, willing and able to participate in USDOT-assisted contracts. The goal must reflect the determination of the level of DBE participation one would expect absent the effects of discrimination.

In FFY 2013, Caltrans fell short of achieving its overall DBE Goal of 13.5% and was required to submit specific steps and milestones to the USDOT/Federal Highway Administration ("FHWA") that would enable Caltrans to meet its overall DBE goal for FFY 2014. The Caltrans submittal was in accordance with the DBE requirements outlined in 49 CFR 26.47(c). These steps are necessary because greater coordination of the contract goal setting is needed in order for Caltrans to meet its overall goal. Additionally, Caltrans' Good Faith Effort process review showed that local agencies consistently awarded contracts to the low bidder regardless of the adequacy of the Good Faith Effort.

Caltrans proposed that the Division of Local Assistance (“DLA”) initiate a pilot study to *independently review and approve* all local agency contract goals on construction contracts over \$2,000,000. In addition, if these construction contracts are awarded on the basis of a Good Faith Effort, the local agency must submit the bidder’s Good Faith Effort and the local agency’s analysis of these efforts to Caltrans for review and comment. Caltrans will review and provide feedback to the local agency on the bidder’s Good Faith Effort. If, following this process, the local agency finds that the bidder’s Good Faith Effort is inadequate, the local agency must provide the bidder with an opportunity for administrative reconsideration before awarding the contract to another bidder.

If the construction contract is less than \$2,000,000, Caltrans does not independently review and approve the local agency’s contract DBE goal or review the local agency’s analysis of the low bidder’s Good Faith Effort.

On March 6, 2014, the FHWA approved the pilot study. The pilot study has since concluded, but the requirements continue in effect and have been incorporated into Caltrans’ DBE procedures.

Park Avenue Green Bike Lane Enhancement

The Park Avenue Green Bike Lane Enhancement project will enhance bicycle lane visibility on Park Avenue between Hedding Street and Market Street. Green thermoplastic paint will be applied within the bicycle lanes. In addition to the bicycle lanes, advanced bicycle boxes with the green thermoplastic paint will be installed at the following intersections: Park/Hedding; Park/Naglee; Park/Sandringham; Park/Shasta, Park/Meridian; Park/Race; Park/Sunol; and Park/Bird.

The engineer’s estimate for the project was \$455,727. The project is receiving USDOT funds and is, therefore, required to comply with the DBE Program.

In accordance with Caltrans’ procedure for calculating DBE Goals, the Labor Compliance Division of the Department of Public Works established a DBE Goal of 6% for the Park Avenue Green Bike Lane Enhancement project. In other words, 6% of the bid amount needs to be for disadvantaged businesses.

In establishing the DBE Goal, the Labor Compliance Division identified four (4) work areas that could be subcontracted to certified DBEs. From a search of the California Unified Certification Program DBE database, the Labor Compliance Division identified a total of 61 available certified DBEs (contractors, suppliers and truckers). And lastly, the Labor Compliance Division identified \$48,000.00 for possible DBE work. The DBE Contract Goal Methodology used by the Labor Compliance Division is attached as Attachment “C.” The listing of work category codes, type of work and number of certified DBEs is shown in Attachment “D.”

The project advertised on BidSync on November 15, 2017 and the bid opening was December 21, 2017.

One bid was received at 3 p.m. on December 21, 2017:

BIDDER	BID AMOUNT
Chrisp Company	\$454,517.25

ANALYSIS

A. The Sole Bidder Did Not Meet the DBE Goal for the Project

On January 3, 2018, , Department of Transportation (“DOT”) staff provided the bid package of the sole bidder to the Labor Compliance Division for review of their Exhibit 12-B Bidder’s List of Subcontractors (DBE and Non-DBE). The Labor Compliance Division completed its review of the Exhibit on January 3, 2018 and notified DOT staff that the sole bidder, no later than 4:00 pm on Friday, January 5, 2018, needed to:

1. Fully complete Exhibit 12-B;
2. Provide a completed Exhibit 15-G Construction Contract DBE Commitment & DBE Quotes; and
3. Provide a completed Exhibit 15-H DBE Information – Good Faith Efforts (if applicable).

The sole bidder timely submitted all of the forms.

Based on the Exhibit 15-G Construction Contract DBE Commitment & DBE Quotes submitted by the sole bidder, the Labor Compliance Division determined the following with regard to the DBE Goal:

BIDDER	DBE COMMITMENT	
	Percentage	Dollars
Chrisp Company	5.2%	\$23,581.00

Accordingly, the sole bidder’s eligibility to be awarded the contract for the project depends on whether it used “good faith efforts” to meet the DBE Goal. If not, the sole bidder is non-responsive and the contract must be re-advertised and re-bid.

B. The Sole Bidder Demonstrated “Good Faith Efforts” to Meet the DBE Goal

In analyzing whether Chrisp Company (“Chrisp”) demonstrated “good faith efforts,” the Labor Compliance Division is cautioned against accepting mere pro forma efforts. The Labor Compliance Division must carefully analyze the *quality, quantity and intensity* of Chrisp’s efforts to determine if Chrisp took all necessary and reasonable steps to achieve the DBE Goal. It must determine if Chrisp’s efforts are what one reasonably would expect from a bidder *actively and aggressively* trying to meet the DBE Goal for the project.

Based on the documents submitted by Chrisp, the Labor Compliance Division finds that the following facts support “good faith efforts:”

- Crisp advertised for qualified DBEs in two publications.
- Crisp provided written notices to 30 certified DBEs soliciting bids for the project.
- Crisp made three (3) items of work available to certified DBEs to facilitate DBE participation.

The above listed efforts shown by Crisp, as well as the significant amount of DBE commitment, lead the Labor Compliance Division to conclude the efforts were those that one would reasonably expect from a bidder *actively and aggressively* trying to meet the DBE Goal for the project.

Based on all of the above information, the Labor Compliance Division concludes that Crisp took all *necessary and reasonable steps* to achieve the DBE Goal and engaged in efforts one reasonably would expect from a bidder *actively and aggressively* trying to meet the DBE Goal. In short, the Labor Compliance Division concludes that Crisp did demonstrate "good faith efforts" to meet the DBE Goal.

CONCLUSION

For the above reasons, the Labor Compliance Division recommends the following:

- Awarding the construction contract to Crisp Company, which did not meet the DBE Goal, but demonstrated "good faith efforts" to meet the DBE Goal; and
- Use the following wording in the Project Award Memo:

In accordance with Federal Regulations, 49 CFR Part 26, a DBE goal of 6% was established for this project. Crisp Company did not meet the DBE goal but demonstrated "good faith efforts" to meet the DBE Goal and committed to \$23, 581.00 (5.2%) DBE participation.

c David French
Christopher Hickey
Kevin O'Connor
Glenn Schwarzbach

ATTACHMENT A

Procedure for Calculating DBE Goals

Caltrans requires sub-recipients to use the following procedures for calculating the DBE Goal for each USDOT-assisted contract:

1. The cost estimate for the project must be finalized.
 - For construction projects, the approximate, lump sum, final pay quantities and associated costs for each item of work must be completed.
 - For a consultant projects, the scope of work along with the cost estimate for the various professional disciplines necessary to complete the scope of work must be completed.
2. Determine from the final cost estimate what work items will be typically performed by the prime contractor and what work items can be subcontracted out. This does not mean that if the prime contractor is capable of performing all work items, then no work can or will be subcontracted out. Local agencies should identify work items that can be subcontracted to DBEs. For example, in an AC overlay project, traffic control, striping, pavement marking and storm water preparation are typically subcontracted out.
3. Determine the DBE Work Factor for each item of work to be subcontracted. The Work Factor is the percentage of work that can be performed by a DBE subcontractor for each item of work:

Work Factor %	Description
100%	DBE performs, manages and supervises the work item
12%	DBE provides the material or supplies for work item
10%	DBE provides the trucking operation for a work item

4. For work items that can be subcontracted, identify the applicable Work Category Code(s) from the California Unified Certification Program (CUCP) DBE database.
5. For each Work Category Code, determine the number of available (able and willing) DBE subcontractors or subconsultants by carrying out a search in the CUCP DBE database. If the number of available DBE subcontractors/subconsultants is 10 or higher, the Work Category (item of work) is considered for determining the DBE contract goal.
6. Calculate the "DBE Work Dollar Amount" by multiplying the estimated cost of the work item by the DBE Work Factor established in Step 3.
7. Sum up the "DBE Work Dollar Amount" for each work item to arrive at the "Total DBE Work Dollar Amount."
8. Determine the "Percentage DBE Work" by dividing the "Total DBE Work Dollar Amount" by the estimated total cost of the project.

9. Calculate "DBE Contract Goal" by multiplying the "Percentage DBE Work by 60%." The 60% reflects the realistic representation of the available DBE participation as established using the California Unified Certification Program (CUCP) DBE database.

ATTACHMENT B

Reviewing DBE Participation and Good Faith Efforts

When a DBE contract goal is established on a DOT-assisted contract, a bidder must, in order to be responsible and/or responsive, do one of the following:

- (1) Meet the DBE goal documenting commitments for participation by DBE firms sufficient for this purpose; or
- (2) Document adequate good faith efforts to achieve the DBE goal; i.e., bidders must show that it took all necessary and reasonable steps to achieve the DBE goal.

With regard to item number 2, 49 CFR Part 26 requires the City to make a fair and reasonable judgment whether a bidder, that did not meet the DBE goal, made adequate good faith efforts. The City must consider the quality, quantity and intensity of the different kinds of efforts that a bidder has made. The efforts employed by the bidder should be those that one could reasonably expect a bidder to take if the bidder were actively and aggressively trying to obtain DBE participation sufficient to meet the DBE contract goal. 49 CFR Part 26 states that mere pro forma efforts are not good faith efforts.

Appendix A to Part 26 provides a list of types of actions which should be considered as part of a bidder's good faith efforts to obtain DBE participation and includes:

- Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBEs who have the capability to perform the work of the contract. The bidder must solicit the interest within sufficient time to allow DBEs to respond to the solicitation. The bidder must determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.
- Selecting portions of the work to be performed by DBEs in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation even when the prime contractor might otherwise prefer to perform these work items with its own forces.
- Providing interested DBEs with adequate information about the plans, specifications and requirements of the contract in a timely manner to assist them in responding to a solicitation.
- Negotiating in good faith with interested DBEs. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers so as to facilitate DBE participation. Evidence of such negotiations includes the names, addresses and telephone numbers of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected

for subcontracting; and evidence as to why additional agreements could not be reached for DBEs to perform the work.

- A bidder using good business judgment would consider a number of factors in negotiating with subcontractors including DBE subcontractors and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal as long as such costs are reasonable. Additionally, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.
- Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations or associations and political and social affiliations are not legitimate causes for the rejection or non-solicitation of bids in the contractor's efforts to meet the project goal.
- Making efforts to assist interested DBEs in obtaining bonding, lines of credit or insurance as required by the funding recipient or contractor.
- Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials or related assistance or services.
- Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state and federal minority/women business assistance offices; and other organizations to provide assistance in the recruitment and placement of DBEs.
- In determining whether a bidder has made good faith efforts, one may take into account the performance of other bidders in meeting the contract goal (e.g. when the apparent low bidder fails to meet the contract goal but other bidders meet it, one may reasonably raise the question of whether with additional reasonable efforts, the apparent low bidder could have met the goal. If the apparent low bidder fails to meet the goal but meets or exceeds the average DBE participation obtained by other bidders, one may view this in conjunction with other factors as evidence of the apparent low bidder having made good faith efforts).

**PARK AVE PROJECT
HSIPL-5005(121)**

ITEM #	ITEM DESCRIPTION	FED. Y/N	UNIT	QUANTITY	UNIT PRICE	COST	PERFORMED BY SUB?	TRUCKING OR SUPPLY	CATEGORY CODE	#AVAIL DBE	DBE WORK FACTOR	DBE AMOUNT	
1	Reserve Police Officer for Traffic Control (\$55 Per Hour) (Revocable)	Y	HR	960	\$82.50	\$79,200.00	N	N	N/A			\$0.00	
2	Portable Changeable Message Sign	Y	EA	6	\$8,000.00	\$48,000.00	Y	Y	C1200 C0612	21 33	100%	\$48,000.00	
3	Thermoplastic: Preformed Skid Resistant Green Paint Type 1 Pavement Material	Y	SF	24,000	\$12.00	\$288,000.00	N	Y	C0800	3	0%	\$0.00	
4	Thermoplastic: 12" Stripe (Revocable)	Y	LF	936	\$4.00	\$3,744.00	N	N	N/A			\$0.00	
5	Thermoplastic: 6" Stripe (Revocable)	Y	LF	634	\$2.00	\$1,668.00	N	N	N/A			\$0.00	
6	Thermoplastic: 6" Stripe (Revocable)	Y	LF	5,453	\$1.50	\$8,179.50	N	N	N/A			\$0.00	
7	Thermoplastic Pavement Markings (Revocable)	Y	SF	100	\$100.00	\$10,000.00	N	N	N/A			\$0.00	
8	Grinding Existing Thermoplastic Pavement Striping (Revocable)	Y	LF	6,287	\$2.00	\$12,574.00	Y	N	C8405	4	0%	\$0.00	
7	Grinding Existing Thermoplastic Pavement Striping (Revocable)	Y	SF	500	\$2.00	\$1,000.00	Y	N	C8405	4	0%	\$0.00	
8	Grinding Existing Thermoplastic Pavement Markings (Revocable)	Y	SF	80	\$2.00	\$160.00	Y	N	C8405	4	0%	\$0.00	
						TOTAL	\$452,525.50					Total DBE Work Dollar Amt.	\$48,000.00
												6.4%	
												DBE Contract Goal	6.0%

ATTACHMENT D

WORK CATEGORY	TYPE OF WORK	CERTIFIED DBEs
C0612	Safety Equipment Supplier	33
C0800	Traffic Stripe, Marking & Traffic Control Materials Supplier	3
C1200	Construction Area Signs	21
C8405	Thermoplastic Traffic Striping & Marking	4
TOTAL		61